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FM CNO WASHINGTON DC//N781//
TO COMNAVAIRFOR SAN DIEGO CA
COMLANTFLT NORFOLK VA
COMPACFLT PEARL HARBOR HI
COMUSNAVEUR LONDON UK
CMC WASHINGTON DC
COMNAVAIRSYSCOM PATUXENT RIVER MD//1.5/1.6/2.0/2.1/2.2/
2.3/2.4/2.5/3.0/3.1/3.2/3.3/3.4/3.5/3.9/3.6/4.0/
4.1/4.2/4.3/4.4/4.5/4.6/4.10/4.11/5.1/5.4/5.5/6.0/
6.0C/6.0D/6.0E/6.0F/7.0/8.0//
COMMARFORLANT
COMMARFORPAC
CNET PENSACOLA FL
COMNAVAIRPAC SAN DIEGO CA//N422//
COMNAVAIRLANT NORFOLK VA//N422//
COMNAVSUPSYSCOM MECHANICSBURG PA
COMSPAWARSYSCOM SAN DIEGO CA
COMNAVSEASYSCOM WASHINGTON DC
COMNAVAIRES NEW ORLEANS LA//N422//
CNATRA CORPUS CHRISTI TX
COMNAVSAFECEN NORFOLK VA
CENNAVAVNTECHTRA PENSACOLA FL
NAVAIRWARCENWPNDIV PT MUGU CA
NAVSEALOGCEN MECHANICSBURG PA
NATEC SAN DIEGO CA
NAVAVSCOLSCOM PENSACOLA FL
SPAWARSYSCEN NORFOLK VA
NAVICP PHILADELPHIA PA
PEOASWASM PATUXENT RIVER MD//273/275/276/290/299//
PEOTACAIR PATUXENT RIVER MD//241/242/259/265/268/272//
PEOSTRKWPNSUAVN PATUXENT RIVER MD
COMFLTFORCOM NORFOLK VA
INFO CNO WASHINGTON DC//N00T/N43/N781//
BT
UNCLAS //N04790//
MSGID/GENADMIN/N781C3//
SUBJ/INTERIM CHANGE 1 TO THE NAVAL AVIATION MAINTENANCE PROGRAM,
/OPNAVINST 4790.2H//
REF/A/DOC/OPNAV/01JUN2001//
AMPN/REF A IS OPNAVINST 4790.2H, THE NAVAL AVIATION MAINTENANCE
PROGRAM//
POC/ELLEN MOORE/CDR/OPNAV N781C3/-/TEL:DSN:664-7704
/TEL:COMM: 703-604-7704/EMAIL:ELLEN.MOORE(AT)NAVY.MIL//
POC/KEN MUSIL/CIV/AIR 3.3/-/TEL:DSN: 757-9114/TEL:COMM: 301-757-9114
/EMAIL:KENNETH.MUSIL(AT)NAVY.MIL//
RMKS/1. THIS INTERIM CHANGE TO REF A INCORPORATES NAVAL TACTICAL
COMMAND SUPPORT SYSTEM (NTCSS) OPTIMIZED OMA NALCOMIS AND INTEGRATED
MAINTENANCE CONCEPT/PLAN (IMC/P) POLICIES INTO OPNAVINST 4790.2H.
2. IMPLEMENTATION. UNLESS OTHERWISE DIRECTED, THIS INTERIM CHANGE
BECOMES EFFECTIVE 1 NOV 2003 AND IS TO BE INCORPORATED ON THAT DATE.
3. ACTION.
A. FOR PAPER COPIES, MAKE THE FOLLOWING PEN AND INK CHANGES TO THE
BASIC INSTRUCTION:
1. PARAGRAPH 6.K. (PAGE 3): REPLACE SECOND SENTENCE WITH: THE
3M DATA COLLECTION SYSTEM WAS DEVELOPED TO MEASURE AIRCRAFT MATERIAL
CONDITIONS OF READINESS NOT LOCAL UNIT READINESS OR EFFECTIVENESS.
STATUS OF RESOURCES AND TRAINING SYSTEM (SORTS) MEASURES A UNIT'S
READINESS AS THE ABILITY TO PERFORM THE WARTIME FUNCTIONS FOR WHICH
THEY ARE DESIGNED OR ORGANIZED, INCLUDING THE ABILITY TO DEPLOY AND
EMPLOY WITHOUT UNACCEPTABLE DELAYS.

2. PARAGRAPH 8.B.(2) (PAGE 4): FIRST SENTENCE INSERT, AT THE BEGINNING OF THE SENTENCE, COMMANDER FLEET FORCES COMMAND (N433),. SECOND SENTENCE AFTER IN ADDITION THE INSERT CHIEF OF NAVAL OPERATIONS DIRECTOR, NAVAL EDUCATION AND TRAINING (N00T),

3. PARAGRAPH 8.C.(2) (PAGE 4): SECOND SENTENCE INSERT, AT THE BEGINNING OF THE SENTENCE, CHIEF OF NAVAL OPERATIONS DIRECTOR, FLEET READINESS AND LOGISTICS (N433),

B. FOR ELECTRONIC MEDIA, INTERIM CHANGE 1 SHALL BE ACCESSED/ PRINTED VIA THE OPNAVINST 4790.2H WEB SITE AT HTTPS://LOGISTICS.NAVAIR.NAVY.MIL/4790/, AVAILABLE FOR DOWNLOAD 15 OCT 03. THE PRINTABLE VERSION OF INTERIM CHANGE 1 IS AVAILABLE FROM THE INTERIM CHANGE 1 HYPERLINK. A SELF-EXTRACTING PDF FILE (NAMP.ZIP) IS AVAILABLE FOR DOWNLOAD FROM THE PDF DOWNLOAD HYPERLINK. THE PDF FILES INCLUDE OPNAVINST 4790.2H FILES, INTERIM CHANGE 1 FILES, AND A SEARCH FUNCTION. THESE FILES MAY BE DOWNLOADED TO REPLACE EXISTING OPNAVINST 4790.2H FILES ON COMPUTERS AND SERVERS. AFTER SAVING AND EXTRACTING NAMP.ZIP, OPEN NAMP FOLDER AND ACCESS THE NAMP BY OPENING THE CONTENTS.PDF FILE. RECOMMEND CREATING A SHORTCUT TO CONTENTS.PDF.

1. INTERIM CHANGE ONE IS DIVIDED INTO 4 SECTIONS, EACH PRECEDED WITH A COPY OF THIS INTERIM CHANGE MESSAGE:

SECTION A - VOLUME I
SECTION B - VOLUME II
SECTION C - VOLUME III
SECTION D - VOLUME V

2. ELLIPSES AND UNDERLINES ARE USED THROUGHOUT THE INTERIM CHANGE TEXT. ELLIPSES ARE A SERIES OF THREE ASTERISKS USED TO INDICATE THE OMISSION OF WORDS OR SENTENCES. OMISSION OF WORDS OR SENTENCES DOES NOT INDICATE DELETION BUT THAT THE TEXT IS ONLY OMITTED FOR THE EASE OF THE READER. UNDERLINED TEXT INDICATES AN INSERTION OF NEW TEXT OR THE MODIFICATION OF EXISTING TEXT.

3. OPNAVINST 4790.2H INCLUDES VERTICAL LINES IN THE RIGHT HAND MARGIN TO INDICATE TEXT AFFECTED BY INTERIM CHANGE 1 AND HYPERLINKS IN THE LEFT HAND MARGIN FOR DIRECT ACCESS TO RELATED TEXT WITHIN INTERIM CHANGE 1.

C. INCORPORATION OF INTERIM CHANGE 1 FOR PAPER COPIES OF OPNAVINST 4790.2H.

1. PRINT EACH SECTION AND INSERT DIRECTLY BEHIND THE TITLE PAGE OF EACH APPLICABLE VOLUME.

2. ANNOTATE THE RECORD OF CHANGES PAGE ACCORDINGLY.

3. MARK THE SPECIFIC CHANGE AREA IN THE MARGIN OF EACH PAGE AFFECTED WITH A VERTICAL LINE AND INCLUDE THE INTERIM CHANGE NUMBER.

D. INCORPORATION OF INTERIM CHANGE 1 FOR EXISTING OPNAVINST 4790.2H CD-ROMS SHALL BE HANDLED IAW WITH OPNAVINST 4790.2H, CH 1 PARA 1.2D.

4. CONTACT YOUR COGNIZANT WING/TYCOM/ACC OR NAVAIR 3.3 IF DOWNLOAD OR WEB CONNECTIVITY PROBLEMS ARE ENCOUNTERED.

5. THIS INTERIM CHANGE WILL BE INCORPORATED IN THE NEXT REVISION TO REF A.

6. ACTION ADDRESSEES DISSEMINATE TO ALL NAMP USER ACTIVITIES.//

BT

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**INTERIM CH-1**

**B. Volume II**

**(1) Page i (Volume II Table of Contents)**

**After Chapter 11, ADD reference to NEW NTCSS Optimized NALCOMIS chapter: "Chapter 12 - Configuration Management Auto Log-sets".**

**(2) Page 2-15**

**Following paragraph 2.3f(18)(c), ADD subparagraph (d):**

(d) Managing depot teams that perform rework at squadron/field sites to ensure accomplishment of the workload.

**(3) Page 3-12**

**a. Paragraph 3.1.4a: MODIFY:** "* * * or reworked aircraft, including aircraft that have completed PMI, to ensure better quality maintenance and rework procedures. The cognizant DCMC, ACO/site representative, or NAVAIRDEPOT will enclose sufficient copies of the Product Quality Deficiency Report (SF 368) (Figures 3-3 and 3-4) with preaddressed envelopes in each aircraft logbook for delivery with the aircraft after off-site standard rework. For aircraft receiving on-site D-level maintenance, the cognizant depot authority will provide SF 368 to the operating activity. A copy of the reporting custodian's original work request is furnished to the ferry pilot and Wing whenever the aircraft undergoing any D-level maintenance is transferred to a different operating activity."

**b. Paragraph 3.1.4c: MODIFY:** "Report initial post-depot inspection or acceptance of an aircraft on an SF 368 as "Initial post-depot or Acceptance Inspection of Aircraft" in Block 22. Submit the report within 5 working days after completing acceptance or post-depot check flight. A supplemental ADR, if any, must be submitted within 30 days of completion of the acceptance or post-depot check flight."

**c. Paragraph 3.1.4c(1): MODIFY:** "An acceptance or post-depot inspection is performed and an FCF (if applicable) flown as soon as possible after the aircraft is returned to the operating activity and prior to maintenance (other than required to complete the acceptance or post-depot inspection). Only those discrepancies noted by the ferry pilot and those found during the acceptance or post-depot inspection and check flight that can be attributed to the D-level, manufacture, * * *."

**d. Paragraph 3.1.4c(2): ADD:** "D-level," after "to the" on line 1.

**(4) Page 3-13**

**a. Paragraph 3.1.4i: MODIFY:** "For off-site standard rework, the performing depot will enclose sufficient copies of partially completed SF 368 forms and preaddressed envelopes in each aircraft logbook that will be returned with the reworked aircraft. It is * * * future problems. For on-site rework, the performing depot representative will provide sufficient partially completed copies of SF 386 forms when the depot portion of the PMI/rework is completed."

**b. Paragraph 3.1.4j(1): MODIFY:** "* * * within 45 days after the aircraft is returned to the reporting custodian."

**c. Paragraph 3.1.4j(7): REPLACE:** "SDLM/PDM" with "D-level maintenance".

**(5) Page 3-14**

**a. Paragraph 3.1.4l(2)(a): MODIFY:** "NAVAIRDEPOT performing work. For on-site rework/maintenance, provide a copy to the on-site NAVAIRDEPOT representative (Block 2a)."

**b. Paragraph 3.1.4l(3)(c): ADD:** "or work site" after "contractor plant".

**(6) Page 3-15**

**Paragraph 3.1.4m: INSERT:** "or, for aircraft reworked on-site, presented directly to the operating activity." after "aircraft logbook".

**(7) Page 3-27**

**Paragraph 3.1.8a: INSERT:** "HMR's, EIs," after "responses to".

**(8) Page 3-35**

**a. Paragraph 3.2d(2)(a): REPLACE:** "SDLM/PDM" with "D-level maintenance".

**b. Paragraph 3.2d(3)(a): REPLACE:** "SDLM" with "D-level maintenance".

**(9) Page 3-36**

**Paragraph 3.3c(2): MODIFY:** "* * * accomplished by D-level that may affect the structural life limited items or dynamic components service life. For aircraft reworked on-site, reflect work accomplished in aircraft logbooks or provide the documentation for aircraft logbook entry by the operating activity (as applicable)."

**(10) Page 3-44**

**Paragraph 3.6b(3) NOTE: REPLACE:** "Other aircraft T/M/S have developed special programs to address their specific standard rework needs. IMC/P, PDM, or MCI replaces ASPA/SDLM and related program specifics by T/M/S."

**(11) Page 3-48**

**a. Paragraph 3.9d(2)(b): REPLACE:** "SDLM/PDM" with "standard rework".

**b. Paragraph 3.9d(2)(e): REPLACE:** "SDLM/PDM" with "standard rework".

**(12) Page 4-16**

**a. Paragraph 4.17a: MODIFY: "**NAVAIRDEPOTs shall have * * * for foreign objects is less likely and the work is being performed at a depot facility, a less stringent * * *."

**b. Paragraph 4.17a(1): ADD:** "at the depot facility." at the end of the sentence.

**(13) Page 8-1**

**Paragraph 8.1b(1): REPLACE:** "the SDLM/PDM Program" with "standard rework".

**(14) Page 8-2**

**a. Paragraph 8.3a: MODIFY:** "* * * from a multitude of sources that are recorded on WO cards, in the case of NAVAIRDEPOTs, or a statement of rework specification. Commercial contractors use a variety of techniques and terms to implement the rework specifications requirements, that is, to perform the same function as the WO cards. The rework specification, be it D-level specification * * *."

**b. Paragraph 8.3e: REPLACE:** "(AIR-6.0D)" with "(AIR-6.1)" on line 9 and "SDLM/PDM" with "D-level" on line 11.

**(15) Page 8-3**

**a. Paragraph 8.3e(1): MODIFY:** "* * * COMNAVAIRSYSCOM (AIR-6.1) (if the aircraft is administered by COMNAVAIRSYSCOM and going to a commercial rework establishment, see note). Blocks A through L and O through R are self-explanatory and are completed by the aircraft reporting custodian. (If using unrevised SDLM forms for IMC/P aircraft, record FSP/FID number in Block E.) Blocks M and N, regarding technical directives, are filled in by the rework activity. Special rework items requested in Block O are listed in order of priority. Although special request items constitute workload over and above the planned standard rework, the monetary * * * benefit from the rework program. The rework activity, or COMNAVAIRSYSCOM (AIR-6.1) representative for commercial contract standard rework, screens the list of special rework items and mutually decides which of the items can be performed during standard rework. In cases of repeated requests by activities for special rework items that are normally within the aircraft reporting custodian's capability, the rework activity and COMNAVAIRSYSCOM (AIR-6.1) representative, as applicable and agreed by the ACC, takes such steps as needed to correct the situation. COMNAVAIR-SYSCOM field activities delivering aircraft to D-level maintenance facility will describe * * *."

**b. Paragraph 8.3e(1) NOTE: MODIFY:** "The Standard Depot Level Maintenance Special Work Request (OPNAV 4790/65), on aircraft going to commercial rework activities is addressed to COMNAVAIRSYSCOM (AIR-6.1) with a copy * * *."

**c. Paragraph 8.3e(4): ADD new last sentence:** "For on-site standard rework aircraft, the reporting custodian will verify all entries as of the date of induction and ensure that SRCs, EHR cards, and ASR/MSR records are inventoried and verified against installed equipment at least once during an OSP/FSP."

**d. Paragraph 8.3e(5): MODIFY:** "* * * custodian should deliver/provide special SE with the aircraft as prescribed in the D-level specifications. The FST should provide the reporting custodian with a copy of D-level specifications."

**e. Paragraph 8.3f: REPLACE:** "SDLM/PDM" with "D-level".

**(16) Page 8-4**

**a. Paragraph 8.3g: In fourth sentence, REPLACE:** "SDLM/PDM" with "D-level". **In fifth sentence, REPLACE:** "SDLM/PDM" with "standard rework".

**b. Paragraph 8.4: MODIFY:** "* * * established by the CNO. Older aircraft requirements are * * * induction profile. Aircraft requirements for PDM or IMC/P aircraft are established on the basis of FIDs, with no ASPA deferrals. These requirements for* * *."

**(17) Page 8-9**

**Paragraph 8.10a: MODIFY:** "* * * completed on every aircraft at every standard rework, for example, disassembly, inspection, servicing, reassembly, and FCF (as applicable). The fixed price * * *."

**(18) Page 8-10**

**Paragraph 8.12.1b(3): DELETE:** "This is normally accomplished along with SDLM/PDM conversion.".

**(19) Page 8-11**

**a. Paragraph 8.12.1b(5): MODIFY:** "SDLM, PDM, IMC/P. The comprehensive * * * operating period. The scope of SDLM, PDM, IMC/P to be accomplished by an aviation * * *".

**b. Paragraph 8.12.1b(6): MODIFY:** "* * * for turning the aircraft over from one depot activity to another for rework. This requires COMNAVAIRSYSCOM approval."

**c. Paragraph 8.12.1b(8)c: REPLACE:** "SDLM/PDM" with "rework" in last line.

**(20) Page 8-12**

**a. Paragraph 8.12.1c: MODIFY:** "* * * between scheduled standard rework determined by engineering analysis. For every mission design series T/M/S aircraft in the operating inventory, OPNAVINST 3110.11 states the policies and normal planning factors by which these service periods between standard rework are determined. These planning factors are applied to the currently approved Navy force levels from which a summary of required aircraft rework inductions are published in the Depot Requirement Determination Model prepared by OPNAV. When a new aircraft is introduced into the operating inventory, it is assigned a total operating service life and a D-level service interval. These * * *."

**b. Paragraph 8.12.1c(1): MODIFY:** "The determination of D-level requirements is based on RCM analysis. Throughout the life cycle of the equipment, D-level requirements are evaluated, refined, and revised as dictated by data and analysis obtained from the application of RCM. The RCM Program is the primary authority for the technical validity of D-level maintenance."

**c. Paragraph 8.12.1c(2): REPLACE:** "SDLM/PDM" with "D-level".

**d. Paragraph 8.12.1c(2)(b): REPLACE:** "SDLM/PDM" with "standard rework".

**e. Paragraph 8.12.1c(2)(c): REPLACE:** "SDLM/PDM" with "rework".

**f. Paragraph 8.12.1c(2)(d): MODIFY:** Minor defects incurred by the activity performing D-level maintenance will be corrected by that activity. During on-site D-level rework, all other minor defects within the repair capability of O-level or I-level should be corrected by the appropriate maintenance level on the spot. During off-site D-level rework, the type and location of all other minor defects, those within the repair capability of O-level or I-level will be fully * * * the reporting custodian, the defect may be corrected by the activity performing the rework."

**g. Paragraph 8.12.1c(2)(f): REPLACE:** "SDLM/PDM" with "D-level maintenance" on line 1 and **REPLACE: "**SDLM/PDM" with "standard rework" at the end of the last sentence.

**h. Paragraph 8.12.1c(2)(g): REPLACE:** "SDLM/PDM" with "standard rework" in both instances.

**(21) Page 8-13**

**a. Paragraph 8.12.1c(2)(j): REPLACE:** "SDLM/PDM" with "standard rework".

**b. Paragraph 8.12.1c(2)(k): MODIFY:** "* * * element of the standard rework process. However, if the D-level procedures are such that during the standard rework process the inspection requirements are precluded, they need not be accomplished when due, but they or their equivalents will * * *."

**c. Paragraph 8.12.1c(2)(l): MODIFY:** "* * * by the FST with the concurrence of the ACC. All MRC items required for safety of flight or aircraft ferry will be included as integral parts of the standard rework requirements. MRC items not otherwise accomplished to their full extent during the standard rework process * * *".

**d. Paragraph 8.12.1d: MODIFY:** "Aircraft Workload Specifications. The D-level Maintenance Specification Guide defines standard rework requirements for all aircraft and provides authoritative guidance to designated naval organic, interservice, and commercial contractor aviation for standard rework requirements for particular aircraft models. D-level maintenance specifications define the industrial functions to be performed during the standard rework process and identify selected airframe structures and components, the inspection, defect correction, PM, and TD compliance actions required during D-level maintenance."

**e. Paragraph 8.12.1e(1): REPLACE:** "SDLM/PDM" with "Standard rework" and "OSM" with "service months".

**f. Paragraph 8.12.1e(2): MODIFY:** "Aircraft Period Extensions. For non-IMC/P aircraft, ACCs will * * *"

**(22) Page 8-26**

**a. Paragraph 8.12.9c: MODIFY:** "Aircraft Modification Workload Requirements. Requirements for the installation of modification changes are developed by the applicable T/M/S Program Manager based upon * * *."

**b. Paragraph 8.12.9e: REPLACE : "**SDLM/PDM" with "standard rework" and "(AIR-6.0) with (AIR-6.1)".

**(23) Page 9-1**

**a. Paragraph 9.1b(1): MODIFY:** "* * * transfer of aircraft, including relocation of aircraft to or from a depot facility for standard rework."(Vol 1 Chapter 13, para 131b(1).

**b. Paragraph 9.1b(1)(k): MODIFY:** "* * * accompanied the aircraft into standard rework when the aircraft is transferred upon completion of rework. In addition, when aircraft are at the depot facility, the FST may * * *."

**c. Paragraph 9.1b(1)(l): MODIFY:** "* * *preadressed envelopes will be placed in the logbook for the reporting activity by the rework facility when the aircraft is returned from standard rework."

**(24) Page 9-2**

**Paragraph 9.1b(1)m: ADD: "**NOTE: Aircraft undergoing D-level rework/modification shall remain in the reporting custody of the operating activity throughout the rework evolution regardless of location, unless otherwise directed by the ACC/TYCOM."

**(25) Page 9-4**

**Paragraph 9.2a: MODIFY:** "NAVAIRDEPOTs that have * * * and assemblies. All IMC/P aircraft will undergo D-level purge of the aircraft logbook and administrative records at least once per FSP during the PMI designated by the T/M/S Program Manager at which time the depot activity will fulfill requirements specified in paragraphs 9.2 (b) through (d) below."

**(26) Page 9-5**

**Paragraph 9.2.1c: MODIFY:** "* * * information pertinent to standard rework. Upon completion of rework, the rework activity will * * *."

**(27) Page 9-10**

**Paragraph 9.3.2a: MODIFY:** "* * * reporting custodian maintains this record except during off-site standard rework, when it is maintained by the depot facility. This form, Figure 9-3, is designed to permit the monthly compilation of significant flight operational data throughout the service life of an aircraft. Reporting custodians/depot activities will ensure all monthly totals have been entered on this form prior to physical location change from or to the off-site depot facility."

**(28) Page 9-13**

**Paragraph 9.3.3b(2): MODIFY:** "* * * or resequenced by standard rework, unless the performance of a phase inspection is certified by the activity performing the rework. All phases * * *."

**(29) Page 9-14**

**a. Paragraph 9.3.3d: REPLACE:** "SDLM/PDM" with "standard rework".

**b. Paragraph 9.3.4a: REPLACE:** "SDLM/PDM" with "standard rework" and "NAVAVN-DEPOT" with "NAVAIRDEPOT".

**(30) Page 9-15**

**Paragraph 9.3.4c, Block 6: DELETE LAST SENTENCE.**

**(31) Page 9-17**

**Paragraph 9.3.5a(9): REPLACE:** "SDLM/PDM" with "standard rework".

**(32) Page 9-19**

**Paragraph 9.3.5b: REPLACE:** "SDLM, MCAPP, PACE, and PDM" with "off-site standard rework". **ADD new last sentence:** "IMC/P aircraft AESRs will be purged by a D-level activity once per FSP as directed by the T/M/S Program Manager."

**(33) Page 9-23**

**Paragraph 9.3.6c: MODIFY:** "Purging will be accomplished during the off-site standard rework by the rework activity. For items of historical or maintenance value, an identical entry will be transcribed to a new form. The * * * times. Those records that may affect future rework, repair or modifications, for example, major structure repairs, peculiar flight characteristics, shall be retained indefinitely. For IMC/P aircraft, the Miscellaneous/History section will be purged by a D-level activity once per FSP as directed by the T/M/S Program Manager."

**(34) Page 9-24**

**Paragraph 9.3.7b: REPLACE:** "SDLM/PDM" with "off-site standard rework".

**(35) Page 9-25**

**a. Paragraph 9.3.8a(2): REPLACE:** "SDLM/PDM" with "standard rework".

**b. Paragraph 9.3.8b: REPLACE:** "SDLM/PDM" with "off-site standard rework".

**(36) Page 9-27**

**Paragraph 9.3.9b: REPLACE:** "SDLM/PDM" with "off-site standard rework".

**(37) Page 9-38**

**Paragraph 9.3.14a(1) NOTE: REPLACE:** "SDLM/PDM" with "off-site standard rework".

**(38) Page 9-44**

**Paragraph 9.3.16a(5): REPLACE:** "SDLM/PDM" with "off-site standard rework". **MODIFY:** * * * by telephone (DSN 757-8877/79/81/82/83 or COMM (301) 757-8877/79/81/82/83), on the web at https://www.nalda.navy.mil, message or letter* * * ."

**(39) Page 9-50**

**Paragraph 9.3.17a(9): REPLACE:** "SDLM/PDM" with "standard rework".

**(40) Page 9-54**

**Paragraph 9.3.18a(5): REPLACE** "AIR-3.6.2" with "AIR-3.6" on line 3 and "SDLM/PDM or rework" with "off-site standard rework" on line 6. **MODIFY:** * * * By telephone (DSN 757-8877/79/81/82/83 or COMM (301) 757-8877/79/81/82/83), on the web at https://www.nalda.navy.mil, message or letter* * * ."

**(41) INCORPORATE New NTCSS Optimized NALCOMIS chapter (Chapter 12):**

## Chapter 12 – Configuration Management Auto Log-sets

### 12.1 Configuration Management Module

**NOTE: This chapter applies to activities operating NTCSS Optimized OMA NALCOMIS.**

a. The CM Module's function is a general-purpose life usage and serialized configuration tracking system. The CM Module's baseline data is modifiable only by the baseline data owner. CM supports multiple weapon system types, consisting of different equipment breakdowns maintained at various maintenance activities. CM tracks usage parameters and TD compliance, schedules WOs, and provides the capability to have an owner that may be different than the user of an item. CM shall support general classes of inventory using Assy Cd, WUC, and specific classes of inventory using CAGE, P/N, NIIN, and cost. The CM Module shall have modifiable maintenance tasks and intervals. CM will be updated using the maintenance and flight module (MU, HUMS, SMART cards, etc.) (O-level only) of Optimized NALCOMIS.

b. General features of CM for O-level, I-level, and D-level activities are:

(1) WAN Explorer displays site data base servers of Navy and Marine Corps sites. These sites are separated into two groups: East Coast and West Coast. The TYCOM activities (AIMDs, squadrons, etc.) are tied together geographically.

(2) Group Explorer is used to receive and transfer aircraft and equipment. It is divided into two areas: The left side consists of the Inbox, Outbox, Sent (Items), and the organization (Primary) and its detachments. The right side consists of tabs or data pages displaying information for the selected organization or group in the tree view.

(3) Inventory Explorer provides the top to bottom breakdown of the aircraft, equipment, and components. The Inventory Explorer has the following tabs:

(a) Inventory.

1) Inventory Details indicate if an aircraft, equipment, or component is RFI, non-RFI, or BCM by showing a red icon for non-RFI and BCM or green icon for RFI.

2) Inventory Subcomponents list all classes and subclasses of equipment and components details for a T/M/S.

(b) Task. Enables the user to establish, view, or modify the identity, definition, and status of a selected task. This box has icons that allow the user to Create Tasks, View Task Properties, Determine Next Task Status, Suspend Task, Cancel Task, and DeConfigure Task (for completed TD tasks).

(c) Task Plans. Enables the user to enter changes to the Deadline Date and Scheduled Expenditure fields of a selected task plan. The top box has icons that allow the user to Create Task Plans, View Task Plan Properties, Cancel Task Plan, Activate Suspended Task Plan, Suspend Task Plan Step, and

Complete Task Plan Step. The lower box has icons that allow the user to View Task Properties, Next Task Status, Defer Task, Suspend Task, and Cancel Task for a specific Task.

(d) Usage Records.

1) The Usage Records box provides the user a display list of usage records.

2) Usage record properties.

3) Delete usage record.

4) Current usage.

c. Right click functionality of CM:

(1) Configuration Update Worksheet allows the user to update the P/N, SERNO, and usage of inventory items.

(2) Log-set Explorer displays historical information of an activity's aircraft and equipment.

(3) Relocate enables the user to relocate aircraft, assemblies, and components to an organization or detachment into the Outbox for transfer to another activity.

(4) Create Inventory allows the user to create aircraft and equipment inventory.

(5) Create Component allows the user to create a component to add a serialized component in the data base for processing through a repair cycle.

(6) Delete Inventory allows the user to delete aircraft, equipment, and component inventories.

(7) Inventory Properties allows the user to view properties of inventory.

(8) Send Item to Button Laser allows the user to transfer historical information to a laser button attached to a component.

(9) Search Inventory allows the user to search for CAGE and P/N inventory items.

d. If an NTCSS Optimized OMA NALCOMIS CM record is missing or not received, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest electronic record sent to your activity.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 12.1.1 Auto Log-set Management

a. The reporting or physical custodian shall maintain CM ALSs. The on-site support center liaison officer shall ensure verification of the CM ALS records required per the OLSP and the Contract Data Requirements List (DD 1423) for aircraft under contractor maintenance.

b. Upon receipt of the aircraft, the rework activity shall screen the entire CM ALS for information pertinent to standard rework. Upon completion of standard rework, the rework activity will ensure required entries have been made and are complete.

### 12.1.2 Auto Log-set Reporting

CM ALSs will be maintained by the reporting or physical custodian for all naval aircraft. For aircraft supported under contractor maintenance, the on-site support center liaison officer will ensure verification of the CM ALS records required per the OLSP and the Contract Data Requirements List (DD 1423).

## 12.2 Configuration Management Auto Log-set Administrator

a. The CM ALS Administrator assigned to naval, interservice, or commercial contractor depots must have an in-depth working knowledge of the following:

(1) Navy Electronic Directives System.

(2) Naval correspondence format and procedures as related to aviation maintenance.

(3) Classified correspondence, materials, and equipment handling.

(4) Aircraft and equipment manuals, related material publications, TDs, instructions and notices, and letter and message type correspondence.

(5) CM ALS procedures and baseline management.

b. The CM ALS Administrator performs functions and has responsibilities within the following areas:

(1) Administrative Records Required for Transfer of Naval Aircraft. The CM ALS Administrator shall receive or compile items for receipt or transfer of aircraft, including aircraft transfer to or receipt from standard rework. The minimum requirements for records and administrative information for aircraft being transferred or inducted and returned from standard rework are as follows:

(a) The CM ALS and records for aircraft mounted components that are transferred using the NTCSS Optimized OMA NALCOMIS Group Explorer.

(b) AIRs.

(c) W&B Handbook.

(d) Current contents of the AADB.

(e) Current contents of the aircraft inspection, TD compliance, general or electronic aircraft history files.

(f) Records of all FCFs for preceding 6 months or one phase cycle, whichever is greater.

(g) Previous and current hydraulic fluid trend analysis charts.

(h) Other specific information required by the ACC/TYCOM. All military and commercial rework activities will forward the complete set of aircraft maintenance files that accompanied the aircraft into standard rework when the aircraft is transferred upon completion of standard rework. In addition, when aircraft are at standard rework, the FST may elect to make copies of the records for historical record analysis.

(i) Required ADRs and preaddressed envelopes will be placed in the aircraft transfer package for the reporting activity by the rework facility when the aircraft is returned from standard rework.

(j) Receiving activity will receive historical data and the transferring activity shall generate and retain MAINT 2, 4, 5, and 6 reports for a minimum of 6 months.

(k) NTCSS Optimized IMA NALCOMIS Engine Configuration. Ensure all engine configuration baseline requirements are entered into NTCSS Optimized IMA NALCOMIS as part of the engine induction process. The engine configuration baseline is provided in CM ALS when electronic records are transferred between NTCSS Optimized OMA NALCOMIS sites. Both NTCSS Optimized IMA NALCOMIS Engine CM and NTCSS Optimized OMA NALCOMIS Engine CM shall be maintained.

(2) AIRs. The CM ALS Administrator will forward the AIRs to management services.

(3) Inventory of Components and Assemblies. The CM Life Limited Component II Report is used to record the SERNO of installed items for inventory of the aircraft. Verify the inventoried item SERNO against the CM Life Limited Components I Report. Resolve any discrepancies. Items will be inventoried during the phase inspection for the applicable equipment being inspected. At the completion of one complete phase cycle all items shall be inventoried.

(4) Compass Calibration. Reading entries will be made in the Miscellaneous History Record (as required) and due dates will be maintained.

(5) Engine Transaction Report. Engine reporting (as required) per NAVAIRINST 13700.15.

(6) Aircraft Accounting and OPNAV XRAY reporting (as required) per OPNAVINST 5442.2.

**NOTE: Receipt XRAY is required for proper data processing in NTCSS Optimized OMA NALCOMIS.**

(7) TDs. Upon receipt of a new TD, the P&E or E&E will screen for application to assigned aircraft and related equipment and perform the following:

(a) Notify planning and management of applicability and priority.

(b) Ensure required TD kits are ordered.

(c) Initiate the Add New/Update Tasks from Baseline process to activate new TDs. The Inventory Explorer Utilities menu should be used at least daily to update new TDs from the baseline.

**NOTE: TDSA Lists Nos. 02 and 04 are not applicable to CM ALS. A TD record has the TDSA Lists Nos. 02 and 04 combined. The TD record is updated by pushing new TDs from the Baseline Manager to the foundation tier into CM where the CM ALS Administrator will screen for new TD requirements daily.**

(8) Production Equivalents, ECPs, and Prototype or Modification of Aircraft or Equipment. Comply with instructions in the related correspondence describing the required action. CM ALS Miscellaneous Record entries will be made and CM ALS TD Record entries will be made (if applicable).

(9) NTCSS Optimized OMA NALCOMIS Flight Module. Upon saving the flight document, applicable records and usage data will automatically update.

(10) Initiate, maintain, close out, verify entries, reinitiate, and dispose of CM ALS and records.

(11) Submit all BTRs (Volume V Chapter 10 contains detailed procedures) to provide a means to report NTCSS Optimized OMA NALCOMIS baseline discrepancies.

## 12.3 General Information

a. NAVAIRDEPOTs that have reporting physical custody of naval aircraft and equipment will maintain CM ALS in a proper and up-to-date status.

b. CM ALSs are maintained by Maintenance Control/Production Control of the activity to which the aircraft/equipment is assigned. Classified CM ALS information will be safeguarded per applicable security regulations. The CM ALS will be transferred via the CM WAN when the aircraft/equipment is transferred. CM ALSs are updated before turnover to the new station or unit. The ferry pilot is responsible for providing ferry flight time to the receiving activity. CM ALSs are reviewed by the receiving activity as part of the acceptance procedure and all discrepancies are resolved promptly

c. Upon induction of an aircraft for standard rework, the NAVAIRDEPOT reworking the aircraft will screen CM ALS for information pertinent to the standard rework and purge the CM ALS of all entries not required as a permanent part of the CM ALS. The CM ALS of each aircraft will be maintained during rework. All major repairs, inspections, and flight and operational data will be recorded. When the aircraft is transferred, CM ALS will be transferred to the receiving activity or the COMNAVAIRSYSCOM Wholesale Foundation Tier. Acceptance and transfer of operating forces aircraft delivered to a NAVAIRDEPOT requires accomplishment of certain nonproductive work prior to actual induction. This includes defueling, defuzing/dearming, and removal of pyrotechnic devices and safety/survival gear. It also includes performing an aircraft inventory and the screening of CM ALS.

d. NAVAIRDEPOTs shall screen aircraft CM ALS to ensure accuracy of entries relating to all life, time, or event limited structures and components for aircraft being processed. Activities receiving questionable or incomplete records should request immediate corrective action from the transferring activity. Obvious mistakes in record keeping may be corrected by the current custodian. The current custodian may sign off discrepancies requiring corrective action by the previous custodian after receipt of correspondence indicating corrective action.

e. All CM ALS entries shall be made under the direction of the MO of the activity to which the aircraft/equipment is assigned, or under the supervision of the individual responsible for CM ALS custody at the activity where the aircraft/equipment is undergoing rework.

**NOTE: Generally, CM ALS requirements pertain to aircraft and engines, but certain components cycled through the component repair process have equally important CM ALS requirements. Although this chapter is written for aircraft and engine CM ALS, the policy and procedures apply to all components designated as CM ALS ASR, EHR, and SRC card trackable. Special emphasis must be applied at each NAVAIRDEPOT to ensure compliance with CM ALS policies during the component repair process.**

### 12.3.1 Initiation

a. Navy Acceptance. The original accepting activity, upon acceptance of the aircraft, will create the ALS in the CM Inventory Explorer.

**NOTE: When initiating TD records, the CM ALS Administrator must coordinate with the Baseline Manager to ensure all TD compliances are listed in the applicable TD record.**

b. Cognizant Contract Administrator Acceptance. When an aircraft has been procured for the DON under a DOD contract, and delivery is made to the DON at the contractor's plant, the cognizant contract administrator is considered to be the original accepting activity. If the plant does not have a resident inspector, or if the aircraft has been procured for the DON under an Air Force or Army contract and delivery is not made directly to the DON representative at the contractor's plant but to an aircraft delivery point, the DON representative at the delivery point is considered the original accepting activity. When an aircraft,

previously operated by the Air Force or Army, is transferred to the DON, the DON representative at the delivery point is considered the original accepting activity.

### 12.3.2 Signature Authority

a. The following personnel are authorized to sign CM ALSs and records:

(1) CO.

(2) O-level MO.

(3) I-level MO.

(4) D-level Director of Operations.

(5) OMD Officer.

b. Additional personnel may be authorized to sign CM ALSs and records if they have been designated in writing to do so by one of the personnel listed above. When the contractor or NAVAIRDEPOT field team supervisor is not authorized or does not sign required CM ALS and records, the reporting custodian shall verify the work performed and sign the CM ALS entries.

c. By completing the WO "Inspected By" field, the CDI/QAR CM SMQ electronically updates the CM ALS "Authorized By" field, except entries for Miscellaneous History, Repair/Rework, and Exceedance records.

d. For Miscellaneous History, Repair/Rework, and Exceedance record entries, the person making the entry will have their name electronically entered in the "Entered By" block.

e. Rubber stamp signatures are not authorized. NAVAIRDEPOT artisan certification or verification device (as applicable) will satisfy the CO's signature requirements on the MSR, ASR, EHR, and SRC cards only. For I-level and D-level activities with CM ALS records, signature documentation is performed in the CM Inventory Explorer tasks (Create, Task Properties, Next Task Status, Suspend Task, and Cancel Task). Refer to the OMA-UG/Online Help for detailed information.

f. A signature shall also be placed in the Repair/Rework Record section of each record within the CM ALS.

g. When aircraft/equipment are repaired, modified, reconditioned, or have TDs incorporated by NAVAIRDEPOTs or contractor field teams at other than the NAVAIRDEPOT or contractor's facility, the reporting custodian will make all required entries in the appropriate CM ALS. The required information and the WO authorizing the work shall be provided by the NAVAIRDEPOT or contractor team supervisor/designee. The authenticating signature and stamp for completed work on all CM ALS entries shall be that of the NAVAIRDEPOT, contractor team supervisor/designee, or reporting activity after verification. The reporting custodian shall ensure the Repair/Rework Record is completed and signed even though no additional CM ALS entries are required (when modification or recondition is accomplished). A copy of the WO and all pertinent data, such as wiring diagrams, will be placed in the appropriate aircraft/equipment general file.

### 12.3.3 Corrections

a. A person with the appropriate SMQ will make all corrections to CM ALS records.

b. Corrections to CM ALS for usage can be accomplished in the Flight Document prior to posting into history or manually done in CM task and usage modules. Corrections to Miscellaneous and Repair/Rework Records must be deleted prior to authorized signature being posted. If the authorized signature has been posted a new corrected entry will be made. An entry will be made stating, "this is a corrected entry," with a reference made to the invalid entry.

**NOTE: CM ALS will not be deleted unless authorized by COMNAVAIRSYSCOM (AIR-3.6).**

c. Corrections to CM SERNOs. Prior to changing SERNOs on a CM component, justification must be provided in the note section of the inventory properties of CM for that component SERNO. (Example: CM SERNO 0934AB for Mission computer P/N 123456 was changed to 0634AB vice 0934AB. SERNO was verified to be correct and all maintenance usage and maintenance history is applicable to this changed SERNO. VFA-189 Maintenance Officer, CDR Wrey.)

### 12.3.4 Dates

CM ALS date entry will be day month year (16 Jul 2001). When a date entry is required and the only date available is month and year, enter the last day of the month for the day portion of the date entry.

### 12.3.5 Shipping Information

CM ALS will be transferred to the receiving activity or the COMNAVAIRSYSCOM Wholesale Foundation Tier. If connectivity is not available, download CM ALS life limited items via item transfer.

**NOTE: When transferring an aircraft to a non-NTCSS Optimized OMA NALCOMIS activity, transfer CM ALS to the COMNAVAIRSYSCOM Wholesale Foundation Tier.**

### 12.3.6 Disposition

CM ALS for aircraft/equipment stricken from the Navy inventory are disposed of as follows:

a. Destroyed Aircraft/Equipment. The CM ALS Administrator shall transfer the records to the COMNAVAIRSYSCOM Wholesale Foundation Tier.

b. Sale or Transfer. When an aircraft/equipment is sold or transferred to other than Navy custody, the printed copy of CM ALS records accompany the aircraft/equipment unless otherwise directed by the ACC/TYCOM. Classified information is removed from the CM ALS or cleared for release through the chain of command prior to transfer or sale. Transfer CM ALS records to the COMNAVAIRSYSCOM Wholesale Foundation Tier on completion of transaction.

c. Special Categories. The following CM ALS records will be transferred to the COMNAVAIRSYSCOM Wholesale Foundation Tier:

(1) Records for experimental aircraft/equipment.

(2) Records considered to be of historical value.

(3) Records of aircraft/equipment lost in combat or that have been involved in a mishap resulting in death, missing in action, personal injury, or substantial damage to other than government property.

d. When an aircraft/equipment is sold or transferred to other than Navy custody or strike authority is given, provide the MAINT 2 report to COMNAVAIRSYSCOM (AIR-3.6) no later than the 10th calendar day of the next reporting period.

### 12.3.7 Reconstruction

If an NTCSS Optimized OMA NALCOMIS CM record is missing or not received, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest electronic record sent to your activity.

## 12.4 Aircraft/Equipment Auto Log-set and Records

a. CM Auto Log-set. CM ALS contains the electronic baseline, actual inventory, and historical information of aircraft, engines, SE, ALSS, and associated assemblies.

b. Data for which there is not a designated place in the CM ALS shall be maintained in a general file for paper records, for example, FCF, engine test cell run sheets, and current compass correction card.

c. Contents. Each CM ALS shall have the following:

(1) Inventory list and details indicating aircraft, equipment, or component status.

(2) Active and historical maintenance task list of special, phase, and conditional inspections; TDs; and scheduled removals.

(3) Usage records and current usage for all parameters assigned.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 12.4.1 Flight Summary Record

a. The reporting custodian maintains this record. This CM ALS record permits aircraft identification, the monthly compilation of significant flight operational data, and collection of historical OPNAV XRAY data throughout the service life of an aircraft.

(1) This record documents landings and special information, for example, catapult shots, that may be useful to a reporting custodian.

(2) The ferry pilot is responsible for providing aircraft ferry flight data to the receiving activity.

(3) Months will be accounted for in chronological order.

b. The source for updating this record is the Flight Module or CM Inventory Explorer usage record. This provides aircraft usage data to the Flight Summary record (hours, landings, and CATs/Arrests) for Monthly, In Life, In Period, and Total Landings for the activities that have physical custody of the aircraft.

c. This record provides the current OPNAV XRAY status, history of the aircraft, service period, OSM, and the capability to update service period and OSM manually.

d. Flight summary includes the Aircraft Summary (hours, landings, CATs/Arrests, and hoists), aircraft accounting OPNAV XRAY status, and service period.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 12.4.2 Inspection Record

a. This CM ALS record provides a record of all scheduled, phase, conditional, and special inspections performed on the aircraft or equipment tracked in the CM Task Plans module. Additionally, all MCAPPs, ASPAs, etc., will be recorded.

b. Requirements.

(1) Phase inspection, special inspection, and conditional inspection records are maintained on separate tabs.

(2) Phase inspections are logged sequentially, for example, Phase A/(time) and Phase B/(time). The sequence is not interrupted or changed by standard rework, unless the performance of a phase inspection is certified by the activity performing the standard rework. All phases performed on the aircraft during a period and the flight hours on the aircraft are entered.

(3) Routine turnaround, daily, servicing, engine wash, and oil sampling are not logged.

(4) Conditional inspections are conducted as a result of a specific over limit condition or as a result of circumstances or events which create an administrative requirement for an inspection, for example, hot start, overtemp, hard landing, precarrier, predeployment, ASPA, acceptance, or transfer. An entry is required for conditional maintenance requirements that prescribe inspections to determine equipment condition. Conditional requirements that specify servicing or fluid sampling need not be logged. Compass calibration is entered in the miscellaneous/history section and need not be logged on the Inspection Record. Any inspection directed by higher authority, not directed by a TD, shall be logged. Due to operational circumstances, conditional inspections may be required on a recurring basis. Relief from the repeated logging of these inspections may be requested from the cognizant Wing, COMFAIR, CVW, or aviation combat element commander.

(5) Some operating activities perform periodic aircraft maintenance inspections on an incremental basis. The records of such inspections will be recorded in this section.

**NOTE: Local inspections, for example, QDR recommendations or MO orders, shall be documented on the Miscellaneous History Record.**

(6) Engines. Phase and major engine inspection records are maintained on one tab. Special and conditional inspections are maintained as separate tabs within this section of the CM ALS AESR. All phase inspections, special inspections, conditional inspections, and major engine inspections (except fluid sampling, engine wash, or servicing) require CM ALS AESR entries by the activity performing the inspection. This includes those engine inspections performed as a part of the aircraft phase inspection.

(7) Equipment

(a) Inspections performed on equipment for which a CM ALS AESR is required are logged in the CM ALS AESR. This provides a correct place in the CM ALS record for recording any particular inspection and ensures inspection records for major aeronautical equipment remain with the equipment after it has been removed.

(b) This record reflects all inspections performed on the equipment. In the case of aircraft phase MRCs, log only the phases actually performed on the equipment. Routine servicing, oil sampling, turnaround inspections, and daily inspections are not logged.

(c) All other equipment having a CM ALS AESR shall have the inspection entered on an inspection record titled “Special” only if the inspection required NDI or disassembly/reassembly.

(d) Acceptance inspections and transfer inspections on uninstalled equipment are not required.

c. The source for updating the Inspection Record is the Maintenance Module via a WO or CM Inventory Explorer task and the CM Inventory Explorer task plans that are pushed down from the COMNAVAIRSYSCOM baseline.

d. This record includes the following tabs: Description, Completion Date, AFH/EFH, Activity, Reference, MCN, and the electronic signature of the CDI from the completed WO.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 12.4.3 Repair/Rework Record

a. This CM ALS record provides a record of all repair, reconditioning, standard rework, conversion, modification, modernization, and ASPA inspections performed on the aircraft by a repair activity or on the equipment by an I-level or D-level activity. When an aircraft is inducted into a NAVAIRDEPOT or contractor activity for rework, the CM ALS accompanies the aircraft and is updated (as necessary) by the activity performing the work. This applies even though there is no change in reporting custodian. In all cases where an item requires a CM ALS AESR, it will accompany the equipment through the maintenance action required and will be updated by the activity accomplishing that action. Additionally, all MCAPPs, ASPAs, etc., that are tracked in CM task plans module will be recorded in the inspection record.

b. This CM ALS record is updated manually for the aircraft or equipment that requires a Repair/Rework entry. The source can be a WO, naval message, or directives.

c. This record includes the following columns: Date, Description, Reference/Authorization, Activity, Entered By, and Authorized By.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 12.4.4 Technical Directives Record

a. This CM ALS record provides a record of TDs affecting the airframe structure and its integral parts. Separate subsections are required to record each type of TD.

b. The source for updating this O-level, I-level, and D-level record, is a WO or CM Inventory Explorer task that provides a detailed listing of TD requirements pushed down from the COMNAVAIRSYSCOM baseline.

**NOTE: TD status code NA does not apply within CM ALS. CM ALS TDs are directly linked to applicable BUNO/SERNO and CAGE part/SERNO.**

c. TDs that affect a CM ALS component are recorded electronically in the TD part of that record.

d. TDs requiring continuing inspections are logged on the CM ALS inspection record. Subsequent or continuing inspection requirements are pushed down from COMNAVAIRSYSCOM Baseline Managers as required in the basic TD.

e. Production Equivalents, ECPs, and Prototype or Modification of Aircraft or Equipment. The CM ALS Administrator will comply with the details in the related correspondence describing the action to be accomplished, (if authorized). CM ALS entries will be made (as required) on the appropriate Miscellaneous History record.

f. TD Removal.

**NOTE: Reporting custodians shall maintain COMNAVAIRSYSCOM approved configuration**

(1) Prior to removal of any TD, proper authorization must be obtained. ACCs have authority to approve TD removal via message if operational necessity dictates. However, the COMNAVAIRSYSCOM APML must be an info addressee on the authorization message. Financial responsibility for parts to reinstall the TD lies with the ACC/TYCOM and reporting custodian.

(2) TD removal will be documented in the same manner as TD incorporation. The only exception is the use of TD Status Code Q.

(3) The TD record will be annotated in the following manner:

(a) Enter TD Status Q on the WO; CM ALS will reflect a status code of Q.

(b) Make an entry on the Miscellaneous History Record, specify the reason for removal, authority, location of parts removed, and other pertinent information.

g. This record includes the following columns: TD Code, Number, Interim, Revision, Amendment, Part, Kit Priority, Issue Date, Title/Remarks, Maintenance Level, Man-hours, Target Completion Date, Status, Completion Date, Activity, and Signature.

h. When reinstalling a removed TD, document it as a normal TD incorporation. Make a complete TD entry on the TD record. When documenting the removal and reinstallation of a TD on an item with a CM ALS MSR, ASR, EHR, TCR, or SRC see specific documentation for that applicable record.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 12.4.5 Miscellaneous History Record

a. Aircraft. This CM ALS record is used to record significant information affecting aircraft or equipment for which no other space is provided in the CM ALS. This information shall include abnormal flight characteristics, peculiar troubles of an undetermined nature, damage to the aircraft, equipment, major component changes not logged elsewhere in the CM ALS (struts, control surfaces, and tail sections) historical data, authorization for service period extension, PED, and OPSERMOS adjustment as a result of an ASPA inspection, verification of flight hours in period and since new on acceptance and transfer, and exposure to large quantities of salt water, fire extinguishing agents, or other corrosive elements. This section may also be used to record SERNO information concerning research and development and bailment aircraft, for example, special modifications or special testing.

b. Equipment. This CM ALS record is used to record pertinent information affecting equipment for which no other place has been provided within the CM ALS, for example, special test data, abnormal characteristics, significant damage/repair, NOAP entries, authorization for extension of operating intervals, and exposure to large quantities of salt water, fire extinguishing agents, or other corrosive elements.

c. Equipment Rejection. To aid I-level and D-level activities in determining repair or rework requirements of equipment following rejection, it is imperative that activities rejecting equipment document completely the reasons for and the nature of the rejection. A simple entry such as “overtemp” is not sufficient. Include specific information on the degree of overtemp, length of overtemp, the circumstances under which it occurred (start, in-flight, shutdown, and ground run up), and the corrective measures taken.

d. Specific Examples Requiring an Entry

(1) The DOD activity originally accepting an aircraft for the Navy will make a miscellaneous CM ALS entry stating "DOD acceptance check flight flown this date".

(2) A change in the authorized inspection interval of aircraft or equipment requires the following entry be made: "Effective this date (aircraft or equipment) was placed on (specified interval) per (authority); next inspection due (date or hours)".

(3) A change in the inspection induction date or hourly sequence of aircraft or equipment, requires the following entry be made: "Effective this date, inspection induction date (or hours) was rescheduled from (old date or hours) to (new date or hours) as authorized by (reference)".

(4) Hydraulic contamination CM ALS entries shall be made as follows:

(a) When testing reveals Navy standard class five contamination is exceeded, or evidence of water, chlorinated solvent, or any other form of contamination, requiring decontamination per NAVAIR 01-1A-17, indicate date, type contamination, class, method of decontamination, and appropriate reference.

(b) When aircraft are received from a depot, commercial repair activity, or another reporting custodian, hydraulic samples shall be analyzed and an entry shall be made indicating the date and class of the results.

(5) Compass calibration entries will be made in this section and shall include type compass, date calibration performed, location, method of calibration, and one of the following statements:

(a) If all calibration readings fall within limits specified for the specific aircraft or, in the absence of a specific aircraft limit, within one degree of the primary source of reading information, the following standard entry will be made: "All readings are within specified limits".

(b) If all calibration readings are not within specified limits the following entry will be made: "All readings are within specified limitations with the exception of the following headings". (List the headings and deviations.)

(6) When either the aircraft or equipment is exposed to large quantities of salt water, fire extinguishing agents, or other corrosive elements, an entry will be made on this record. The entry will include a description of the decontamination accomplished and the approximate time between exposure and completion of decontamination.

(7) When dye is added directly to aircraft fuel tank(s) to determine the location of a leak, an entry will be made on this record.

(8) An entry will be made to indicate certification of airborne CMS. This entry is a permanent part of the CM ALS.

(9) Whenever oil analysis indicates abnormal wear limits, amounts of metal, or other contamination, an entry is required. For CM ALS ASRs and CM ALS SRC items this entry will be made in the Repair/Rework/Overhaul section of the applicable record. For CM ALS EHR items this entry will be made in the maintenance record section of the applicable record.

(10) Equipment Transfer. Activities transferring equipment will annotate the date, reason for transfer, activity transferred to, JCN, shipping document number, and star/status code (if applicable).

(11) If during D-level maintenance an inaccessible area is found to contain a foreign object that is not removed, the NAVAIRDEPOT will make a CM ALS entry denoting its location.

(12) If a tool is reported missing during D-level maintenance, all tool control procedures will be complied with in an attempt to recover the missing tool. If the tool is not found and it cannot be determined with certainty that it is not in the applicable aircraft or equipment, the details will be entered in the CM ALS. This entry will include tool nomenclature, markings, location, search results, and any other pertinent comments.

(13) An entry shall be made when ABDR actions are performed, including limitations and monitoring requirements imposed by those actions.

(14) If a propeller is used on a ground test stand/engine test cell, the total accumulated ground test stand/engine test cell, the time shall be recorded at the end of each evolution. NAVAIR 03-20CBBK-1 contains maximum ground test stand/engine test cell time a propeller may accumulate.

e. Late Entries. When creating an entry, enter the actual date of occurrence, CM ALS will place it in its correct chronological order.

f. The source for updating this record is the WO for one time conditional inspections only. The Miscellaneous History Record is updated for all other entries via the CM ALS Miscellaneous History Record using the create, duplicate, or delete icon in CM ALS.

g. This record includes the following columns: Date, Description, Activity, Entered By, and Authorized By.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 12.4.6 Preservation/Depreservation Record

a. A CM ALS entry is required any time preservation, represervation, or depreservation is performed on tracked items or aircraft. The record is electronically updated using the WO for O-level, or updated using CM tasks for I-level and D-level.

(1) Installed Equipment. Entries are required in the CM ALS, if the applicable preservation MRCs or NAVAIR 15-01-500 specify a preservation requirement. No entry will be made if the equipment is not preserved as part of an aircraft preservation action.

(2) Uninstalled Equipment. Entries are required in the CM ALS if the applicable maintenance manual specifies a preservation requirement.

b. This record includes the following columns: Description, Completion Date, AFH/EFH, Activity, Reference, MCN, and Signature of the CDI from the completed WO.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 12.4.7 Explosive Record

a. Explosive devices are treated as component inventory. All explosive devices are recorded in the aircraft CM ALS, and are electronically updated using the WO for O-level, or updated using CM tasks for I-level and D-level.

b. This section of both the CM ALS and the CM ALS AESR contains a record of all explosive devices, for example, initiators and canopy releases installed in the aircraft or major assemblies. Explosive devices installed in major assemblies or equipment, for example, ejection seats and in-flight refueling stores, shall be

recorded in the Installed Explosive Device Record of the CM ALS AESR. Explosive devices installed in personnel parachutes are recorded on the parachute record. When installed in other safety and survival equipment, they shall be recorded on the Seat Survival Kit Record or Aircrew Systems Record. All other explosive devices shall be recorded on the Installed Explosive Device Record of CM ALS or CM ALS AESR.

c. This record includes the following tabs: Identification, TD, Inst/Rem, Components, Explosive, and Inspection.

d. The Installed Explosives Report is used to view detailed information for multiple explosive devices installed on aircraft, equipment, and components. The report includes the following columns: DODIC, Location/Nomenclature, Location Code, Lot Number, P/N, SERNO, NHA P/N, NHA SERNO, Shelf life months, and Installed life months.

e. The possibility of transferring certain equipment from one aircraft to another during standard rework and replacement during periods of scheduled maintenance emphasizes the necessity for careful and periodic checking of this record regarding the status of the explosive devices currently installed in the aircraft or equipment.

f. The ICAPS Installed Explosive Device Record is maintained in a current status by all activities having custody of or performing rework on the aircraft or equipment in which explosive devices are installed.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 12.4.8 Component Record

The Component Record lists all life limited items installed on aircraft/equipment and includes the following columns: Nomenclature, CAGE, P/N, SERNO, Installation Date, WUC, and POS.

### 12.4.9 Aeronautical Equipment Service Record Auto Log-set Records

a. The AESR has been replaced by the Identification record in the Logset Explorer. The Identification records are treated as equipment inventory and are viewed or updated by using the CM Inventory Explorer and updated in the Maintenance module using a WO to remove and replace the equipment.

b. The CM ALS AESR is maintained similarly to the aircraft CM ALS. The CM ALS AESR accompanies the equipment at all times. When equipment is installed as part of the aircraft, this record is maintained concurrently with, and becomes part of the aircraft CM ALS.

c. Details on records that are used in both the CM ALS AESR and the aircraft CM ALS are covered under the aircraft CM ALS section. The following records apply:

(1) Inspection Record.

(2) Repair/Rework Record.

(3) Technical Directives Record.

(4) Miscellaneous History Record.

(5) Preservation/Depreservation Record.

(6) Explosive Devices Record (as applicable)

(7) Component Record.

d. Data for which there is not a designated place in the CM ALS AESR shall be maintained in a general file for paper records for example, engine set-up, and engine test cell run sheets.

e. The requirement for CM ALS AESRs is determined by T/M/S aircraft PMIC decks and COMNAVAIRSYSCOM, including the list of CM ALS required. CM ALS AESRs for equipment not associated with an aircraft are listed below. Newly established CM ALS AESR requirements shall be published by COMNAVAIRSYSCOM and shall include a listing of requirements as part of the CM ALS AESR. CM ALS AESRs are required for all equipment within the following categories:

(1) Aeronautical expeditionary airfield M-11, M-22, M-23, V-1, V-7, and L-series lighting systems.

(2) Gas turbine power plant (7LM 1500 PB-104).

(3) MK-105 magnetic minesweeping gear.

(4) SEGTEs listed in NAVAIR NOTE 4700.

(5) Engine test cell/stand.

(6) UAV ground systems.

f. The CM ALS AESR is initiated by the activity originally accepting the equipment for the DON.

g. If a CM ALS AESR record is missing or required, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest electronic record sent to your activity.

h. This record includes the following tabs: Identification Data, TD, Components, Miscellaneous History, Repair/Rework, Preservation, Inspection, and EOR.

**NOTE: The OMA-UG/Online Help provides detailed information of the records and hot link definitions for functionality.**

### 12.4.10 Equipment Operating Record

a. The Equipment Operating Record provides CM ALS AESR equipment identification, monthly compilation of significant flight operational data, usage parameters, and accumulative usage data throughout the service life of the equipment.

b. The source for updating this record is the Flight document or CM Inventory Explorer usage record that provides the ability to update equipment usage data to the Equipment Operating Record for accumulative collection of engine flight hours or other usage parameters for activities that have physical custody of the equipment.

c. Ground test stand/engine test cell time is not required to be logged for aircraft engines since it is not used in calculating inspection intervals, removal intervals, or maximum operating time. Ground test stand/engine test cell time for propellers is required to be logged on the CM ALS Equipment Operating Record. If a propeller is used on a ground test stand/engine test cell, the total accumulated ground test stand/engine test cell time shall be recorded at the end of each evolution in the Miscellaneous History section of the propeller CM ALS AESR. NAVAIR 03-20CBBK-1 contains maximum ground test stand/engine test cell time a propeller may accumulate.

d. This record includes the following columns: Date, Usage Parameters, Monthly Usage, and Accumulative Usage.

**NOTE: The OMA-UG/Online Help provides detailed information of the record and hot link definitions for functionality.**

### 12.4.11 Module Service Record

a. Modular engine design allows I-level activities to readily remove and replace interchangeable modules with RFI spares. The MSR provides the method for recording the maintenance data for these modules and their life limited assemblies and components. A paper copy of the MSR will be attached to and accompany the component to its final destination. The electronic CM ALS MSR record will be transferred using CM via the WAN.

b. The MSR is treated as engine equipment inventory and viewed or updated by using the CM Inventory Explorer or a WO to remove and replace the module.

c. The MSR accompanies the module at all times. When the module is installed as part of an aircraft engine, the record is maintained concurrently with, and becomes part of, the aircraft engine CM ALS AESR.

d. This record includes the following tabs: Identification, TD, Components, Miscellaneous History, Repair/Rework, Exceedance, Preservation, Inspection, EOR, and Installed/Removed.

e. A CM ALS MSR shall be maintained for all modular engines, for example, T56, T400, T700, and F404.

f. MSR initiation for modules installed on aeronautical engines as part of DOD contracts shall be the responsibility of the activity accepting the engines for the DON. When these modules are delivered to the DON at the contractor's plant, the cognizant DON representative is considered to be the original accepting activity.

g. If an MSR record is missing or not received, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest electronic record sent to your activity.

h Upon completion of repair or rework a paper copy of the MSR will be attached to and accompany the component to its final destination. The electronic MSR record will be transferred using CM via the WAN.

**NOTE: The OMA-UG/Online Help provides detailed information of the record and hot link definitions for functionality.**

### 12.4.12 Aircrew Equipment Record

a. Aircrew records are treated as component inventory. All Aircrew equipment records are recorded in the ALSS AESR and updated using the WO for O-level or CM tasks for I-level and D-level.

b. These records include the following tabs: Identification Data, TD, Repair/Rework, ALSS (shelf life and service life), Inspection, Components, Miscellaneous History, INST/REM, and Preservation.

c. The Aircrew Equipment Report is used to view detailed information for installed aircrew equipment or components. The report includes the following three sections: Aircrew Equipment, TDs, and Inspections. All three sections of the report shall be inserted in the appropriate aircrew file per NAVAIR 13-1-6 (series).

d. When a parachute component is retired because its total service life has expired, it will be replaced, the assembly shall be reinspected, repacked, and issued to the organizational custodian. Under no circumstances shall a component be used if the history of the component cannot be firmly established. When

a parachute has been involved in an aircraft mishap, the current record shall be forwarded per OPNAVINST 3750.6 and NAVAIR 13-1-6.2

e. For personal mounted equipment or other equipment which is not aircraft installed, the record will be maintained in the uninstalled VED.

f. Initiation, Maintenance, and Handling Procedures

(1) The activity placing the aircrew equipment in service shall initiate the CM ALS.

(2) The receiving custodian shall review the CM ALS to verify for completeness and accuracy. All discrepancies in the record shall be resolved with the issuing activity prior to acceptance of the aircrew equipment.

(3) The CM ALS record shall be forwarded any time the aircrew equipment is removed and sent to the supporting I-level for reinspection or maintenance.

(4) The supporting I-level shall update record each time the aircrew equipment is inducted for repack or maintenance.

(5) Upon transfer of the aircrew equipment, the record shall be forwarded to the new custodian.

g. This record includes the following tabs: Identification Data, TD, Repair/Rework, ALSS (shelf life and service life), Inspection, Components, Miscellaneous History, INST/REM, and Preservation.

**NOTE: The OMA-UG/Online Help provides detailed information of the records/reports and hot link definitions for functionality.**

### 12.4.13 Aircrew Personal Record

a. Aircrew personal records are designed to provide a record of the current configuration of all personal survival equipment issued to the aircrewman. These records are treated as component inventory. All Aircrew personal records are recorded in the ALSS CM ALS, and are updated using the WO for O-level or CM tasks for I-level and D-level.

b. The Aircrew Equipment Report is used to view detailed information for aircrew personal equipment. The report includes the following three sections: Aircrew Equipment, TDs, and Inspections. All three sections of the report shall be inserted in the appropriate aircrew file per NAVAIR 13-1-6 (series).

c. These records include the following tabs: Identification Data, TD, Repair/Rework, ALSS (shelf life and service life), Inspection, Components, Miscellaneous History, INST/REM, and Preservation

d. Initiation, Maintenance, and Handling Procedures

(1) The Aircrew Personal Equipment Record shall be initiated by the cognizant O-level activity upon the initial issue of personal equipment to the aviator or aircrewman.

(2) Upon transfer of aircrew personnel, 6 months of WO history shall transfer with the individual ALSS CM ALS.

**NOTE: The OMA-UG/Online Help provides detailed information of the records/reports and hot link definitions for functionality.**

### 12.4.14 Component Auto Log-set Record

Component ALS records are used to record maintenance history, installation, and usage data. They are maintained as part of the CM aircraft, AESR, MSR ALS (as applicable) as long as the component is installed.

### 12.4.15 Life Limited Component Record

a. The Life Limited Component Record is used to record maintenance history, installation, and usage data. When the component is removed from the aircraft or equipment, the record accompanies the component. Continuity of this maintenance history is paramount. These records are treated as equipment inventory and are viewed or updated using the CM Inventory Explorer or a WO to remove and replace the component.

(1) NAVAIRINST 4790.3 establishes policy and assigns responsibilities for the planned removal/replacement at the O-level, I-level, or D-level of selected aeronautical components designated as life limited components, for example, ASR and SRC.

(2) NAVAIRINST 13120.1 and NAVAIRINST 13130.1 provide policy for management of the Structural Life Limit Program. This program is used to monitor structural life limited components designated for depot replacement. This also provides a means for documenting basic life limitations, for example, maximum flight hours, catapults, arrestments, and landings, which must be properly managed to ensure safety and structural integrity throughout the service life of each T/M/S aircraft. COMNAVAIRSYSCOM (AIR-4.0) will develop technical and engineering solutions, determine life limits, and publish them via NAVAIRINST 13120.1 and NAVAIRINST 13130.1. They will ensure the publication and distribution of quarterly SAFE Program reports. COMNAVAIRSYSCOM (AIR-3.0) will ensure FSTs incorporate limits into applicable PMIC decks and provide logistics resources planning to preclude reaching any structural life limits. Ensure NAVAIRDEPOTs, FSTs, and commercial rework facilities review records for all D-level life limited items requiring replacement during the next operating period. They will ensure their activities incorporate structural fatigue life expenditure status into planning for D-level modifications to preclude reaching any structural life limit.

(3) ACCs/TYCOMs. Reporting custodians shall adhere to limits published in NAVAIRINST 13120.1, NAVAIRINST 13130.1, SAFE Program reports, applicable PMIC, TDs, and IRACs and plan aircraft schedules for D-level modifications to preclude exceeding any structural life limit.

(4) COMNAVAIRSYSCOM Baseline Managers shall ensure proper inventory class and subclass is assigned to each life limited component, as provided in the Baseline Data Management Plan and incorporate current limitations, as listed in the applicable directives in the preceding paragraphs, for all life limited components.

b. Record initiation for components installed on or delivered with major aeronautical equipment, for example, aircraft and engines as part of a DOD contract, shall be the responsibility of the activity accepting such major equipment for the DON. When these components are delivered to the DON at the contractor's plant, the cognizant DON representative is considered to be the original accepting activity.

c. When requirements are not included in the Navy contract, record initiation for new components drawn from the Navy Supply System shall be the responsibility of the requisitioning activity.

d. If a record is missing or not received, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest record sent to the activity.

(1) If it can be determined that the component is in fact new or newly overhauled, a record will be initiated upon receipt by the requisitioning activity prior to installation.

(2) Caution must be stressed concerning components having an established finite life, such as helicopter rotor blades. Since failure of a finite life item may have catastrophic consequences, it is mandatory that documented proof of its remaining service life be determined prior to installation. On components where an overspeed/overstress occurrence is a mandatory reportable factor, this information must also be determined and documented. Visual appearance and apparent satisfactory operation of an item are not considered sufficient evidences of remaining serviceability. If the COMNAVAIRSYSCOM Foundation Repository does not have the record, the NAVAIRDEPOT having FST responsibility will be contacted for disposition as to its serviceability. For components with an AT Code BCM 9 condemned, the record shall be annotated BCM 9 in the reason for removal column and the record transferred to the COMNAVAIRSYSCOM Wholesale Foundation Tier.

(3) When notified that a record is no longer required, via a change to the applicable PMIC, the Baseline Manager will be notified to change the baseline. At that point, the record will become a tracked repairable or untracked (as required).

e. This record includes the following tabs: Identification, TD, Components, Miscellaneous History, Repair/Rework, Inst/Rem, Exceedance (as required), Inspection, and Preservation.

**NOTE: The OMA-UG/Online Help provides detailed information of the record and hot link definitions for functionality.**

### 12.4.16 Tracked Component Record

a. The TCR is used to record maintenance history for repairable components not designated as life limited. In addition, components are designated by the FST as EHR when it is determined they require special emphasis in monitoring and trending of failure data, for example, QECK, armament equipment, or on-condition items. On-condition items are those items that require scheduled inspections, tests, or measurements to determine whether an item is in, or will remain in, a satisfactory condition until the next scheduled inspection, test, or measurement. The current list of components designated as EHR is published within the applicable PMIC. The record is maintained as part of the CM Inventory when a repairable item is designated as a tracked item.

b. When the component is removed from the aircraft or equipment, the record accompanies the component. Continuity of this maintenance history is paramount. These records are treated as equipment inventory and are viewed or updated using the CM Inventory Explorer or a WO to remove and replace the component.

c. Record initiation for components installed on or delivered with major aeronautical equipment, for example, aircraft and engines as part of a DOD contract, shall be the responsibility of the activity accepting such major equipment for the DON. When these components are delivered to the DON at the contractor's plant, the cognizant DON representative is considered to be the original accepting activity.

d. When record requirements are not included in the Navy contract, initiation for new components drawn from the Navy Supply System shall be the responsibility of the requisitioning activity.

e. When the PMA or FST has determined an item is to be tracked, they will issue implementation instructions and revise the applicable PMIC (EHR only). The Baseline Manager will ensure the baseline is changed when the PMA or FST has determined an item to be tracked.

f. Loss of a TCR does not render the item unusable. If a TCR is missing or not received, contact the COMNAVAIRSYSCOM Foundation Repository for reconstruction of information/data or to have the latest record sent to the activity.

(1) For components with an AT Code BCM-9 (condemned), the TCR (EHR only) shall be annotated BCM-9 in the reason for removal column and the TCR transferred to the COMNAVAIRSYSCOM Wholesale Foundation Tier.

(2) When notified that TCRs are no longer required, the Baseline Manager will change the record to untracked or delete the component from the baseline.

g. This record includes the following tabs: Identification, TD, Repair/Rework, Preservation, INST/REM, and Inspection.

**NOTE: The OMA-UG/Online Help provides detailed information of the record and hot link definitions for functionality.**

### 12.4.17 Untracked Record

a. The Untracked Record is used for identification of components that are designated in the CM baseline as untracked.

b. This record includes the following tabs: Identification Data and Components.

### 12.4.18 Archiving Configuration Management Auto Log-set Historical Data

a. Aircraft/Equipment CM ALS may be purged after two years from the completed action/entry date from the last recorded flight. This will permanently remain in the ADW. The Miscellaneous History Record, Repair/Rework Record, and TDs that are NINC and INC, will remain for the life of the aircraft. The last complete phase and special inspection cycle will be maintained on the Inspection Record.

b. Component CM ALS records may be purged after two years from the completed action/entry date from the last recorded flight. This will permanently remain in the ADW. The Miscellaneous History Record, Repair/Rework Record, and TDs that are NINC and INC, will remain for the life of the component/assemblies. The last complete phase and special inspection cycle will be maintained on the Inspection Record.

**NOTE: Purging or removal of data from a CM ALS is defined as removing completed actions/tasks from a CM ALS after 2 years from the last recorded flight. The history of that CM ALS is permanently maintained in the ADW and can be accessed by all fleet users. Only Depots and IMAs are authorized to purge or remove data.**

**(42) Pages A-1 through A-15 - APPENDIX A - Acronyms and Abbreviations**

**ADD:**

AADB - Automated Aircraft Discrepancy Book
ADW – Aviation Data Warehouse
AFH - Aircraft Flight Hours
AIRRS - Aircraft Inventory Readiness and Reporting System
AISD- Aviation Information Systems Department
AIS- Aviation Information Systems
ALS - Auto Log-set
ASSY - Assembly
Assy Cd - Assembly Code
BTR - Baseline Trouble Report
CSD – Customer Support Division
EFH - Engine Flight Hours
EOR - Equipment Operating Record

FID - Fault Isolation Detection or Fixed Induction Date
FLE - Fatigue Life Expenditure
FSP - Fixed Service Period
HUMS - Health and Usage Monitoring System
IETM - Interactive Electronic Technical Manual
IMC/P - Integrated Maintenance Concept/Plan
INST - Installed
ISR - In Service Repair
JATDI - Joint Aviation Technical Data Integration
MCI - Material Condition Inspection
MME - Mission Mounted Equipment
MODEX - Side number of aircraft. Leave blank for SE
MU - Memory Unit
NAVAIRDEPOT - Naval Air Depot (formerly NADEP/NAVAVNDEPOT)
NDCSC - NALCOMIS Data Collection System Center
NDMS - Naval Air Depot Maintenance Systems
NTCSS - Naval Tactical Command Support System
NTR - No Tools Required
PEDD - Portable Electronic Display Device
PID - Phased Induction Date
PMI - Planned Maintenance Interval
POI - Planned Operational Interval
REM - Removed
SMART - Self Monitoring and Reporting Technology
SMTS - Software Maintenance Tracking System
SNTP – Standard Navy Training Plan
SPD – Systems
STR - Structural Life Limit Component
TCR - Tracked Component Record
TRK - Tracked
UNS - Unscheduled (maintenance) or Unified Numbering System
UNSCH - Unscheduled
UTIL - Utilization
VED - Visual Electronic Display
WAN - Wide Area Network
WO - Work Order

**(43) Page B-1, NOTE 9 (APPENDIX B - Forms and Reports)**

**REPLACE**: "data services facility" with "NDCSC".

**(44) Page B-5, Table B-2 Reports**

**a. Prior to "Daily Audit Report Part III", INSERT:**

| | | | |
|---|---|---|---|
| Aircraft Flight Summary Report | Daily or As required | 5 | NOTE 3 |
| Aircraft Landing Code and Mission Number (Hours) Summary | Daily or As required | 5 | NOTE 3 |
| Aircrew Flight | Daily or As required | | NOTE 3 |
| Aircrew Flight Summary by Assy Cd | Daily or | | NOTE 3 |

| | | | | |
|---|---|---|---|---|
| | | As required | | |
| | Aircrew Flight Summary by SSN | Daily or As required | 5 | NOTE 3 |
| | Individual Master Roster | Daily or As required | 5 | NOTE 3 |

**b. Following E-00, INSERT:**

| | | | | |
|---|---|---|---|---|
| MAINT-1 | Consolidated Performance Metrics | Daily or As required | 5 | NOTE 3 |
| MAINT-2 | Aircraft Readiness Degradation and Utilization Summary | Daily or As required | 5 | NOTE 3 |
| MAINT-3 | Subsystem Capability Impact Reporting by WUC/UNS | Daily or As required | 5 | NOTE 3 |
| MAINT-4 | Detailed Mission and Maintenance Data by Aircraft | Daily or As required | 5 | NOTE 3 |
| MAINT-5 | Maintenance Manhours | Daily or As required | 5 | NOTE 3 |
| MAINT-6 | Detailed Data Extract | Daily or As required | 5 | NOTE 3 |

**(45) Pages C-1 through C-58 - APPENDIX C - Definition of Terms**

**a. ADD:**

AUTO LOG-SET (ALS) - ALS records are an integral part of aviation maintenance. They provide a detailed and separate view of the different historical maintenance tasks and usage. In addition, they provide for manual entry of miscellaneous history, repair/rework, and exceedances. It is the administrative means of providing managers with aircraft/equipment age, status, modification, configuration, and historical data to plan, maintain, and operate aircraft and equipment. Properly maintained ALS records are critical to aviation maintenance and safety.

AVIATION INFORMATION SYSTEMS DEPARTMENT (AISD) - The AISD provides AIS support to the MAG. This support includes information systems operations, installation, and maintenance in garrison, shipboard, and forward deployed environments. Other responsibilities include network administration, design, and installation; along with maintaining and repairing data communication links, fiber-optic, and tactical fiber-optic cabling.

BASELINE TROUBLE REPORT (BTR) - BTR provides a means to report NTCSS Optimized NALCOLMIS OMA baseline deficiencies found in a specific PMA baseline.

FIXED INDUCTION DATE (FID) - Fixed IMC/P due dates for maintenance intervals as determined by RCM analysis. For IMC/P aircraft, the fixed date is determined for the start of a PMI and is numbered sequentially within a tour. FID1 marks the start of the tour and is equal to the PED of the previous tour.

FIXED SERVICE PERIOD (FSP) - Fixed IMC/P tour is a cycle which combines all PMIs and POIs completing all scheduled D-level requirements.

FOUNDATION TIER – A publisher and subscriber server located at O- or I-level activities.

INSPECTIONS, AIRCRAFT/ENGINE –

eA. PRE-DEPOT INSPECTION – An inspection performed prior to induction to on-site standard rework. It includes an inventory of all equipment listed in the AIR, verification of CADS and PADS, and a configuration verification.

eB. POST-DEPOT INSPECTION – An inspection performed at the time a reporting custodian receives an aircraft from on-site standard rework. It includes an inventory of all equipment listed in the AIR, verification of CADS and PADS, configuration verification, hydraulic fluid sampling, and a daily inspection. Activities may elect to increase the depth of inspection if equipment condition, visual, external inspection, or record examination indicates such action is warranted.

INTEGRATED MAINTENANCE CONCEPT/PLAN (IMC/P) – IMC/P replaces ASPA/SDLM and PACE/MCAPP for specific T/M/S aircraft. This scheduled D-level maintenance emphasizes a FID and may segregate the OSP into smaller periods of POI and PMI. Specific T/M/S aircraft transition from initial concept to an approved maintenance plan upon concept validation and approval.

MATERIAL CONDITION INSPECTION (MCI) - MCI replaces ASPA/SDLM for a specific T/M/S aircraft which have been designated by OPNAV N781 as nearing the end of their service life. These aircraft are no longer funded for standard rework. The purpose of MCI is not a PED adjustment, but to ensure airworthiness for an additional operational flying period specified by OPNAV.

MID TIER – Replication server that moves data from the publisher to subscriber (Top Tier).

NALCOMIS Data Collection System Center (NDCSC), formerly Data Service Facility (DSF) - This facility maintains NALCOMIS IMA systems, R-Supply, R-ADMIN, Aviation 3M Micro machine, operation and maintenance of the Mid Tier and JATDI/Technical Manual Server for aviation activities onboard shore stations.

OFF-SITE – Aircraft is located at NAVAIRDEPOT or commercial rework activity's site for rework.

ON-SITE – Aircraft is located at other than NAVAIRDEPOT or commercial rework activity's site.

PHASED DEPOT MAINTENANCE (PDM) – PDM replaces ASPA/SDLM for a specific T/M/S aircraft. PDM divides a larger SDLM specification/work package into smaller, and more frequent, phases for Depot scheduling and completion to decrease periods of aircraft unavailability.

PLANNED MAINTENANCE INTERVAL (PMI) - Period of time for execution of an IMC/P or PDM scheduled maintenance event. Can include O-, I-, and D-level maintenance actions.

PLANNED OPERATIONAL INTERVAL (POI) - Period of time planned for operational use when the aircraft is under IMC/P or PDM. POI follows a PMI and will vary in length based on actual maintenance completion. Predetermined end date is the next FID, or at the end of the tour, the PED.

TOP TIER – The Top Tier Replication server is a subscriber to all.

TRACKED – All life limited/repairable components in NTCSS Optimized OMA NALCOMIS.

WHOLESALE FOUNDATION TIER – Server for items that are BCM'd to the wholesale domain.

**b. MODIFY:**

INSPECTIONS, AIRCRAFT/ENGINE -

a. ACCEPTANCE INSPECTION -: "* * * a newly assigned aircraft, from any source, including return of an aircraft from an off-site depot facility. It includes * * *ACCUM block. Activities may elect to increase the depth of inspection if equipment condition, * * * such action is warranted. Post-depot inspection requirements may be less stringent than acceptance inspection requirements as determined by the T/M/S Program Manager.

f. SPECIAL INSPECTION -: "* * * daily, phase, major engine, or D-level maintenance. The * * *."

g. TRANSFER INSPECTION -: "An ispection performed at the time a reporting custodian transfers an aircraft to another operating activity including delivery to an off-site depot facility." It includes an* * *."

MAINTENANCE TYPES: **DELETE 2nd sentence**. **REPLACE** "It" in the following sentence with "Rework".

OPERATING AIRCRAFT -: "* * * in the reporting custody of the operating unit to which assigned. An aircraft that moves to a rework facility for purposes of rework will leave operating status and remain in the reporting custody of the operating unit unless FS status is requested and granted by OPNAV. Operating * * *."

PERIOD END DATE (PED) -: "The month and year a given aircraft ended or, if serving in period, is expected to end the current service period. For IMC/P, the fixed date (month and year) that marks completion of the last POI in a tour and the start of the first PMI in the next tour (FSP). The IMC/P PED is also the FID1 of the following tour."

PROCESS: "* * * are included in the term: operating, standard rework, special rework, storage * * *".

REWORK (RWK): "* * * aircraft SE at NAVAIRDEPOTs, contractor plants, and * * * standard and special. See STANDARD REWORK AND SPECIAL REWORK."

SERVICE PERIOD: "For aircraft not under IMC/P, a prescribed segment of the service life * * *."

STANDARD DEPOT LEVEL MAINTENANCE (SDLM) or STANDARD REWORK- A comprehensive D-level inspection * * * module service record items. D-level maintenance processes for SDLM, PDM, IMC/P, and Age Exploration Program, are included in this definition.

UPKEEP: "* * * determined thereby. Upkeep is divided into two categories, scheduled and special. See * * *."

**(46) Page D-7 (APPENDIX -D - Directives and Publications )**

**a. ADD publication:**

| | |
|---|---|
| OMA-UG | NTCSS Optimized OMA NALCOMIS User Guide (UG)/Online Help |

**b. MODIFY publication:**

| | |
|---|---|
| OMA-SAM | Legacy NALCOMIS OMA; System Administrator (SA) Manual<br>or<br>NTCSS Optimized OMA NALCOMIS; System Administrator (SA) Manual |

**(47) Page E-2 (APPENDIX E - Action Taken Codes)**

**MODIFY: N. Work in Progress - Close out (line 2):** "* * * or at the end of the reporting period for any reason, including SCIR change WO close out. This code will be* * *."

**(48) Pages I-1 and I-4 (APPENDIX I – Malfunction Description Codes)**

**a. REPLACE: "NOTE:"** with **"NOTES:".**

**b. INSERT "1" prior to text of existing note.**

**c. ADD: "2. Malfunction description codes provided by NALCOMIS may not exactly match definitions from this appendix due to data field limitations. "**

**d. ADD: "3. NALCOMIS system malfunction code tables may include codes not listed below. All malfunction codes appearing in NALCOMIS drop down menus are authorized for use."**